

**Teams are asked to read these Rules and Instructions as they should provide answers to any questions you may have: they may also contain changes from previous years. (Reading them properly will avoid unnecessarily prolonging the briefing ...)**

**RULES AND INSTRUCTIONS**

**BARMOUTH TO FORT WILLIAM THREE PEAKS YACHT CHALLENGE 2021**

**INTRODUCTION**

* Barmouth to Fort William Three Peaks Yacht Challenge is not a race.
* It will start from Barmouth on Saturday 19th June 2021 at 15:00 and leave the Harbour at 14:00.
* The challenge will only run in conjunction with the main Three Peaks Yacht Race.
* The challenge is designed for teams who wish to join in with the event, but do not want the pressures of racing. Any yacht can enter, and the crew number is not specified. The engine can be used at any point, if the skipper wishes.
* A log of the challenge must be kept by each team, including times and positions when the engine is used.
* The time taken for each sailing and mountain section will be recorded by race Marshals.
* Every team that finishes the challenge within the rules shall be awarded a certificate recording the time taken. The submitted log which, in the opinion of the Judges, records the most deserving challenge, will be awarded a prize.
* Among the criteria used to assess log books will be engine hours, but anything else, including the quality of the logbook itself, that the Judges feel adds to overall merit of the entry may be considered. The Judges’ decision will be final.

This is a serious challenge, involving 389 sea miles sailing, 40 miles cycling, and 54.8 miles of walking/running, including the climbing of the highest mountains in Wales, England, and Scotland. (A total of 16,500 feet of climbing.)

The Committee draws the attention of teams to the difficult nature of the sailing, through some of the trickiest waters on the West coast of Great Britain. In previous years extreme conditions have been found on the mountain sections, including snow and ice. The equipment lists in Appendices two and three are minimum requirements and prudent teams will wish to take extra items of both sailing and mountaineering equipment.

The Committee expects every team to honour the declaration, which they will sign on the morning of the challenge, to say they will abide by the Rules. We point out that these rules are mainly to ensure a high standard of safety for participants.

We also point out the arduous nature of the challenge and that it is the duty of each participant to ensure that he or she is fit enough to carry out all the tasks required of a team member.

The Challenge is arduous for young people and we will only accept team members under 16 years of age if the skipper undertakes to ensure that the young person is always in the presence of a supervising adult over 18 years old. This must be agreed with the Race Committee on a case by case basis at the time the entry is submitted.

**The Rules and Instructions are important. Each skipper will receive a copy by email and they should ensure that all members of their team have read them thoroughly before coming to Barmouth for the start of the Challenge. (The rules are on our website.)**

If participants have any questions that they would like to ask about the Challenge, they should contact the Race Secretary. (See web site for contact details.) On the morning of the start, at the briefing, time will be allowed for skippers to ask questions.

Marshals and other officials, if asked, may give advice on the interpretation of the Rules and Instructions, but only the Committee or the Protest Panel are empowered to give a definitive ruling on them.

Such rulings will generally only be given before the start or at the end of the Challenge.

**RULES**

Notwithstanding these Rules and Instructions, it is the sole responsibility of each participant to decide whether or not to start or continue. The safety of the yacht, its team, and the entire management of the yacht, including insurance, shall be solely and inescapably the responsibility of the skipper entering the Challenge. The establishment of these Rules and Instructions in no way limits or reduces the complete and unlimited responsibility of the skipper.

The organising committee and its officers organise this challenge under these Rules and Instructions, but it shall not be responsible for any damage to, or loss of, property belonging to, chartered by or loaned to competitors, owners, their guests or visitors.

The Committee will not accept any responsibility or liability for personal injury or damage arising out of participation in this challenge, unless such damage or injury shall be occasioned by the neglect, default or negligence of any members of the Committee, its Race Officers or its servants.

**RULE ONE**

(a) Each team member in the Challenge must at all times obey the Rules and Instructions, before and during the Challenge. The Committee has the right to disqualify or impose any lesser penalty on any team or member of a team who have, in the opinion of the Protest Panel, been shown to have acted in a manner contrary to the letter or spirit of any of these rules.

(b) The decisions of the Protest Panel will be final in all matters concerning the Challenge whether or not the matter is covered by the Rules and Instructions. Details concerning the Protest Panel and the protest procedure are in Appendix 1.

**RULE TWO**

(a) The Challenge is intended for sailing boats, but engines may be used at any point if the skipper decides it is necessary. A log of engine use must be kept.

(b) At the skippers discretion a yacht may enter any port of refuge considered necessary. The Race Director MUST be informed when a yacht diverts to an unscheduled port.

(c) A yacht should under normal circumstances not be assisted in any way by another vessel, except its own tender, or by any person who is not a member of the named crew except when in harbour. If assistance is accepted it must be recorded in the Challenge Log.

(d) Rowing, kedging or any other propulsion by crew members is permitted.

**RULE THREE**

Yachts must be seaworthy and properly equipped to enter. They will be scrutinized before the start and may also be scrutinized at any stage of the Challenge.

**RULE FOUR**

Yachts taking part must at all times obey 'The International Regulations for Prevention of Collisions at Sea' in force at the time, except in areas where those regulations are superseded by special rules laid down by a local authority.

**RULE FIVE**

(a) The number of crew on each yacht will be at the discretion of the skipper. Details of the crew must be declared to the Challenge Officials before the start of the race.

(b) If a team member is so injured that they cannot complete the Challenge, their team may continue in the Challenge once the injured person is being attended to.

**RULE SIX**

(a) At least TWO participants from each team must complete the sections of the Challenge taking place on land. The climbers must do so from the landing places specified in the Instructions and, having been to the summit of each peak, must return to the appropriate landing place to re-join their yacht. From the landing place to the summit and back to the landing place, they should travel on foot, except for the cycling section between Whitehaven and Black Sail Youth Hostel. A log of any exceptions to this rule must be kept by every team.

(b) The climbers need not be the same for each mountain leg.

(c) All team members must be on board their yacht for the sailing legs, (but see Rule 5b).

(d) Dinghies may be used to land climbers from 2 cables off the landing points at Caernarfon and Fort William but not at Whitehaven.

(e) Dinghies used to take off and land climbers should be propelled by oars or sail and only be manned by the named crew. If this is not the case it must be clearly stated in the challenge log.

(f) Photographic evidence must be produced of both runners by the Trig point on each summit.

**RULE SEVEN**

(a) For safety reasons on land, climbers must follow the routes shown on the Ordnance Survey maps provided with the Instructions. On Scafell Pike the route to the summit via Mickledore **MUST NOT BE USED**.

(b) For safety reasons climbers must remain within sight of each other, whether on foot or bicycle at all times. They must wear the reflective bib supplied to them by the Organisers outside other clothing.

(c) Whilst on Ben Nevis, to cooperate with the Ben Nevis Partnership, for environmental reasons, the old path below Lochan Meall leading to Red Burn and marked red on the map, **MUST NOT BE USED**.

(d) If for any reason climbing teams deviate from the prescribed route they must record the details in the Challenge Log.

**RULE EIGHT**

(a) Each climber must have with them, all the time they are on land, the clothing and equipment listed in Appendix Three and any other clothing or equipment they may wish to use. At other times the clothing and equipment must be on board.

(b) The clothing and equipment will be inspected before the start of the Challenge. At each harbour, before the climbers are allowed to start for the summit, they must report to the Marshals for a further five-minute kit check. Climbers will also be required to check in with Marshals at Wasdale Head Inn where there will be another five-minute welfare and kit check. In addition, the Marshals may check climbers’ equipment at any point on the mountain sections. Climbers must report to the Marshals again immediately on return to each harbour.

(c) The time for each mountain section will be the time between climbers leaving the Marshals and the last climber reporting on return. Kit checks will all be counted as dead time; not included on sailing or climbing legs, but counted in the overall challenge time.

**RULE NINE**

(a) If any climber is injured or sick, and cannot be moved, the rest of the team must summon help by the most effective means available and inform the Marshals as soon as possible.

**RULE TEN**

(a) If for any reason a team withdraws from the mountain section, this must be reported to the Marshals as soon as possible.

(b) If a yacht withdraws from the Challenge at sea, notice of the withdrawal must be made to the Coastguard and the organizers either by vhf immediately or by telephone as soon as the yacht puts in to land.

**RULE ELEVEN**

1. A log of engine hours must be handed in at the end of the Challenge.
2. There will be a cup awarded for the best diary handed in by the end of September.

**APPENDIX ONE**

**THE PROTEST PANEL**

The Committee delegates the responsibility for hearing protests to three of its members who will form the Protest Panel. The Panel will meet when required and yachts wishing to protest about the conduct of the Challenge or the conduct of other yacht(s) or any member(s) of its crew, must do so in writing, signed by the skipper or a crew member in the absence of the skipper. The protest is to be handed to a challenge official at the next marshalling point. The protest flag need not be displayed.

Yachts which do not complete the Challenge, may give notice of protest by telephone but the protest will only be heard when a member of the protesting team reaches Fort William. The Protest Panel will rule when notice of protest is given, what time is reasonable to allow a member of the protesting team to reach Fort William and will set the time for the hearing of the protest accordingly.

The protest shall be in writing and be signed by the skipper or his representative, and include the following particulars:

a. The date, time, and whereabouts of the incident

b. The rule or rules or sailing instructions alleged to have been infringed

c. A statement of the facts

d. If relevant, a diagram of the incident.

**A protesting team shall try to inform the yacht being protested against that a protest will be lodged.**

**APPENDIX TWO**

**SCRUTINEERING**

Yachts undertaking the Three Peaks Yacht Challenge will be required to comply with the regulations relating to construction and equipment carried, as specified for a **Category 3 Offshore Race, with Life Raft**, as defined by the most recent World Sailing Offshore Special Regulations governing offshore racing for Monohulls and Multihulls. A copy may be obtained from World Sailing Ltd, Ariadne House, Town Quay, Southampton, SO14 2AQ. Tel: 02380 635111 Fax: 02380 635789 Web site: www.sailing.org/specialregs

The Committee draws attention to Regulation 1.02 RESPONSIBILITY of the Person in Charge

1.02.1 - Under RRS 4 the responsibility for a boat’s decision to participate in a race or continue racing is hers alone.  The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.

1.02.2 - Neither the establishment of the OSR, nor their use by Organising Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.

1.02.3 - By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organising authority and World Sailing in the development of an independent incident report as specified in 2.02.

Skippers should ensure that their yachts comply with these regulations for a Category 3 Offshore Race, with Life Raft.

Additionally, please note:

* Rule 4.01, (sail numbers) does not apply. Entry numbers will be allocated by the Committee and the roundels provided must be displayed. Where there is doubt as to the yacht's suitability due to novel or unorthodox design or age, an early application should be made to the Committee for advice.
* A tracker will be supplied which must always be carried and turned on. It must be returned at the end of the event.

Skippers must provide a signed inspection card, which can be downloaded from [www.sailing.org/specialregs](http://www.sailing.org/specialregs), and which will be verified by Race Scrutineers before the start of the event. (Some basic chandlery items can be bought in Barmouth but things such as flares, fire extinguishers, charts, and life rafts are not available.)

**APPENDIX THREE**

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| --- |
| All competitors who undertake the mountain sections must have the following items with them always: see Rule 8. Items that are not being worn must be carried by the runners. The items that are listed are considered by the Committee to be essential as runners may well be on the mountain day or night without support and without nearby help. |

|  |  |
| --- | --- |
| Official Race Bib | The official race bib must be worn by each competitor always as the outermost garment. |
| Shell Layer Top(Jacket) | The jacket must be waterproof, windproof as specified by the manufacturer AND must have a hood.  |
| Shell Layer Bottom | The trousers must be waterproof and windproof as specified by the manufacturer. |
| Base layer Top | Long sleeved, close fitting top of synthetic or wool fabric. Lightweight, quick drying and worn next to the skin. |
| Base layer Legs | Same as Base layer top |  |
| Gloves |  |
| Base layer Head Covering | Beanie or Buff must be close fitting and of a synthetic or wool fabric. Must be quick drying and worn over your head & ears. |
| Adequate Footwear | Different footwear may be used for the roads and mountain however if so, both pairs of footwear must be carried by the runners. |
| Rucksack |  |
| Survival Blanket(Space Blanket) | Used in emergencies to reflect heat or to counter hypothermia. e.g. Blizzard survival bag. |
| Torch | Must be white light high intensity with charged batteries, spare batteries and bulb. (spare bulbs not required for LED light) |
| First Aid Kit | First Aid kit contained in waterproof bag. Containing – bandage, strapping tape, sterile wound dressing, triangular bandage. |
| Whistle |  |
| Compass | Magnetic compass |
| Emergency Rations | Emergency rations to be carried by both runners |
| Maps | Complete Ordnance Maps, route marked as provided by Race Officials. (Must not be cut down.) |
| Trackers | Tracking device issued by Race Officials.  |
| Pencil & Note Pad |  |
| Drinks Bottle  | One Litre minimum |
| Mobile Phone | With camera for summit photos |
|  **For Stage 2 Ride Only** |
| Cycle Helmet | In good condition, to be worn at all times on the cycle ride |
| Bicycle Lock | Good quality lock to secure cycles at Black Sail YHA |
| Puncture Repair Kit | Could be a long walk without one! |
| Front and rear bike lights | With charged batteries |

**CHALLENGE INSTRUCTIONS**

The Instructions form part of the Rules of the Challenge and any participant who does not obey the Instructions given here for the conduct of the Challenge may cause the team they belong to be disqualified.

The Instructions should be used in conjunction with the following:

**The Rules of the Challenge**

The West Coast of England and Wales Pilot NP37 18th edition (2011). The West Coast of Scotland Pilot NP66 17th edition (2011).

Admiralty Charts: the numbers of the charts used to draw up the Instructions are given throughout these instructions.

O/S 1:25000 map Snowdonia. Explorer OL17

O/S.1:50000 map West Cumbria, Landranger Sheet 89

O/S 1:25000 map Ben Nevis and Fort William. Explorer OL392

A map of ‘The West Cumbria Cycle Network’ will be supplied to all teams with the above maps. The maps will be marked with the designated routes (Rule Seven).

All times given in these instructions are BST.

**ENTRIES**

To ensure that details of your team are included in the Souvenir Programme your entry must be received before 30th April 2021. The race closing date will be one month before the race start. The entry fee will be £850.

Those wishing to enter should download an entry form from the website and send it with the entry fee to Challenge Secretary. (See web site for contact details). Entries will be accepted when the entry form is received with the entry fee.

If necessary a waiting list will be established when the entry list reaches 30, (this total to include the Main Race and the Challenge). Entry fees being returned. When a team on the waiting list is notified of a vacancy the entry will be confirmed provided the entry fee is received within 10 days.

The Committee reserves the right to refuse any entry it considers detrimental to the interests of the event.

**BEFORE THE START OF THE CHALLENGE**

**Arrival at Barmouth**

Yachts entering the Challenge must reach Barmouth harbour not later than 24 hours before the start.

The entrance to Barmouth can be awkward for those unaccustomed to it and should only be attempted one hour either side of high water. Yachts may call up Barmouth Harbour Office on Ch 16 or Ch 12 to speak to the Harbour Master. There are many fishing buoys marking lobster fishing grounds in North Cardigan Bay and due care must be exercised. Further instructions will be issued nearer the event.

**Mooring at Barmouth**

On arrival skippers must report to the Harbour Master who will direct them to a mooring or berth. The Harbour Authority whilst making facilities available free of charge in the period immediately before the Race, insist that yachts must be manned during the hours of darkness. Any yacht arriving more than seven days before the start will be required to pay normal harbour dues.

Yachts will be either moored to a trot system or will pick up long term moorings. The Committee cannot accept responsibility for yachts lying in the harbour.

**Race Office**

The Office, situated in the Merioneth Yacht Club on the Quay, will be open from Thursday morning before the Challenge. Skippers are required to report their arrival and register for the Challenge as soon as possible. A special notice board for entrants will be put in the Merioneth YC. Skippers and team members should check the board for messages.

**Scrutineering**

All yachts entering the Challenge will be scrutinized by a scrutineer appointed by the Committee. Any yacht which in the opinion of the Scrutineer is not fit to undertake the Challenge, will not be allowed to start. Scrutinizing will start on the Thursday and will include a check of the climbers' kit, carried out ashore. Skippers are requested to have readily available, the equipment listed in Appendix Three to the Rules; this will save the Scrutineer’s time.

**Back up teams**

Back up teams should report to the Marshals at each landing point. Further instructions will be issued via the Skipper.

**Briefing**

On the start day there will be a briefing in the Merioneth YC, which the Skipper, one climber, and one member of any back up team must attend.

**Document Signing**

Before the Challenge start, all entrants will be required to sign a declaration that they will abide by the Rules: they will also be required to sign a document indemnifying the Committee from legal action with regard to any matter arising from the participant participating in the Challenge.

**THE START OF THE CHALLENGE**

Chart 1484: (Plan of Barmouth)The Challenge will start on Saturday 19th June 2021 at 15:00 outside Barmouth Harbour.

To start the competing yachts will cross a transit line between two Committee marker buoys which will be in place for three days before the start of the Race so that skippers may inspect the start line.

The competing yachts will be led out of the harbour by the RNLI 'New Shannon Class' and the Committee Boat.

The following sequence for starting the race will be *via* VHF radio Channel 37: -

**TIME SOUND / VISUAL SIGNAL**

10 Minutes Signal VHF Message 5 Minutes Signal VHF Message plus Blue Peter hoisted

Start Signal VHF Message plus Blue Peter lowered

 **All signals will be made from the Committee Boat**

After the first signal, ten minutes before the start, only members of the crews who are competing in the Race may be onboard. At the first signal, ten minutes before the start, engines of competing yachts must be stopped.

All yachts are to be east of the start line not less than one minute before the start. Any yacht crossing the start line before the start signal will be penalized one hour, this time to be added to that for the first leg.

**BARMOUTH TO CAERNARFON**

Charts: 1971 - 1970 - 1464

From the start of the Challenge outside Barmouth Harbour, yachts may sail to Caernarfon by any route they choose.

**CAERNARFON**

Chart: 1464. **Landing Climbers.** Yachts must make for the landing stage which is one cable to the North East of the entrance to Victoria Dock. The entrance to Victoria Dock is marked by three fixed vertical lights, showing Red when closed, and two Green over one White when open. On passing to the North East of the entrance to Victoria Dock yachts must stop, wait in line to land their climbers and not try to overtake any boat ahead of them. Although not obliged to do so, a skipper might consider allowing a racing yacht to pass ahead of him/her to land its runners. The landing stage is marked by two fixed vertical Green lights on each outer corner.

Climbers must be landed on the landing stage; after which yachts must lie off or anchor. Accidents have occurred with yachts berthing too fast on the jetty. Skippers must bring their yacht gently alongside and warn the climbers not to land until they can step carefully ashore.

Marshals will be on the Quay and the climbers must report to the Marshals before leaving the Quay. Having reported to the Marshals, the climbers may set off for the summit after the five-minute kit check. From the Quay to the summit of Snowdon and back to the Quay, the climbers must follow the route shown on the map provided with the Challenge Instructions.

On their return the climbers must again report to the Marshals on the Quay before going aboard their yachts. Whilst the yacht is at Caernarfon a member of the named crew must remain onboard. When the climbers are back onboard the yacht may proceed to Whitehaven as soon as the skipper thinks fit.

**CAERNARFON TO WHITEHAVEN**

Charts: 1826 - 2013.

On leaving Caernarfon, yachts may proceed to Whitehaven by any route they choose. However, the Menai Strait has very hazardous water, strong currents, and other traffic. Skippers unsure of the route or in an unfamiliar yacht should weigh carefully the many factors in coming to a prudent choice.

Skippers should be aware of the position of gas rigs in the vicinity of 53 54' N 03 39' W; and the fact that a safety zone of five hundred meters exists around each rig. This zone is extended to one thousand meters during 'flaring off' operations. Considerable surface support traffic is active between Heysham and the rigs. Windfarms are under construction in this area. Skippers should refer to notices to mariners.

**Exmeals Firing Range, Ravenglass.**

Statutory Instrument 1982 No. 1180. To avoid any incident yachts are excluded from the range. To simplify the areas of the range, our exclusion will be a line from the shore along the Latitude 54"16.23'N to a point A to intercept a line along Longitude 3"35'W. From point A a line north along Longitude 3" 35"w to a point B 54"22.98N 3"35"W.

**WHITEHAVEN**

Berthing fees for Whitehaven are payable by teams before leaving the marina.

Charts: 1346 & 201

Whitehaven is a busy commercial port. The Control Tower is the sole authority over the marina, entry and leaving the marina.

**End of the Sailing Leg**

On approaching Whitehaven yachts **MUST** contact the Sea lock Control on channel 12 using Team Name not the name of the yacht, if different. The finish line is a transit of the Sea Lock Control Tower and the North Pier (Fl R.5s 8m10M ) a bearing of 312’ from the North Pier Light. Yachts must be east of Long.3’36’43”W. (See insert of Whitehaven, chart 2013.)

The time between crossing the finish line and climbers reporting to the Marshals, and the time between climbers ending their run and the yacht leaving the lock outbound, will not be included in sailing or climbing legs. It will be counted in the overall time taken to complete the challenge.

Start of the sailing leg to Fort William.

* Time will be taken by the Sea Lock Keepers when the yacht leaves the Sea Lock.
* All vessels leaving the marina MUST contact the Sea Lock before leaving the marina.

**Climbers.** Climbers may only be landed in the Marina. Marshals will be by the entrance to the marina or by the marina facilities. Climbers must report to them for the 5-minute check which will start when the last climber of each team reports to them. The end of the land leg will be when the last climber of each team reports back to the Marshals.

**Use of Bicycles.** Bikes may be used for the section from Whitehaven to Black Sail Youth Hostel, and for the same section on the way back. Tandems may not be used. The bikes do not have to be carried onboard, but may be provided by a backup team, or hired locally. At all times bikes must comply with legal requirements for their use on the public highway; e.g. lights during darkness. Riders must wear helmets that comply with at least BS EN 1078.

**NOTE** – Bikes must be secured by a good quality bicycle lock when left near the Black Sail Youth Hostel. However, they must not be left obstructing doors etc. to the Youth Hostel.

It is highly recommended that mountain bikes should be used as the forestry track is rough especially as you get nearer to Black Sail and the risk for punctures to road bikes including hybrid bikes is great.

**The Cycle Route:** The Cycle Path is marked on the map provided by Race officials. This cycle path must be followed through Cleator Moor and Winder to the unclassified Road at GR 063178. The path has a good tarmac surface except for a short distance at the end when it can be muddy. Beware of the special gates on the route, these are to prevent motor cycles using the path, bicycles must be ridden through them with care - they are not lit. The cycle path is also used by pedestrians, many exercising their dogs, particularly near to Whitehaven – please take great care here.

From GR 063178 the unclassified road follows the route marked through Kirkland and Croasdale to Bowness Car Park. From Bowness Car Park take the forestry track to Black Sail Youth Hostel.

Wasdale Head Inn. There will be a 5-minute check with Marshals before the ascent of Scafell Pike.

**WHITEHAVEN TO FORT WILLIAM**

Yachts may proceed from Whitehaven to Fort William by any route they choose, including the Crinan Canal. The charts that will be needed will depend on the route chosen. Teams should consult the latest edition of Nautical Publication 109 to find the numbers of the charts they will need. In the difficult waters around the west coast of Scotland it is essential to carry the largest scale charts available.

**FORT WILLIAM**

Chart: 2372

Once yachts have passed north of the Red Can buoy (Gp Fl (2) R 12 sec) outside McLean Rock they must wait their turn to land their climbers. A skipper might consider allowing a racing yacht to pass ahead of him/her to land runners, but is not obliged to do so. Yachts must make for the pontoon at the seaward end of the jetty at the entrance to the Caledonian Canal. Skippers must bring their yacht gently alongside and warn their climbers not to land until they can step safely ashore.

If the pontoon and jetty are obstructed by uncrossable vessels such as coasters, a dinghy may be required to land climbers on the shore at the rear of the jetty. Yachts or dinghies are not to be left on the pontoon or jetty. After landing their climbers, yachts must lie off, anchor, or enter the canal: the latter may not be possible outside of working hours. Climbers must report to the Marshals before leaving to climb Ben Nevis. (See Rule Seven regarding Ben Nevis route).

**END OF THE CHALLENGE**

The Challenge will end for each team when they have completed all the sections of the Challenge in accordance with the Rules and Instructions. The finishing time recorded will be the time at which all climbers report to the Marshals on the finish line on their return from Ben Nevis.

As soon as possible after finishing the challenge, and within 24 hours, the team’s log must be handed to race officials.

Yachts must finish the Challenge before 18.00 on the Saturday 26th June 2021. Skippers are reminded that this deadline is the time by which climbers must have returned from Ben Nevis.

After finishing the skipper is required to sign to confirm the team has completed the race within the rules, and each team must return the satellite tracker. Any protests, comments or suggestions should be lodged with the Marshals.

Finishing times will be announced on the finish line, but these are not confirmed until ratified at the first committee meeting after the race.